

Corporation, Mayo Aviation, Inc., Mcathco Enterprises, Inc., Modesto Executive Air Charter, Morgan Equipment, Raleigh Jet Charter, Samaritan Health Services, Valko, Inc., Windstar Aviation Corp., and Yecny Enterprises, Inc.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Los Angeles Department of Airports, Los Angeles International Airport.

Issued in Los Angeles, California on February 16, 1996.

Robert C. Bloom,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 96-5124 Filed 3-5-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 95-94; Notice 2]

Decision that Nonconforming 1991 BMW 735IL Passenger Cars are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of decision by NHTSA that nonconforming 1991 BMW 735IL passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1991 BMW 735IL passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the U.S.-certified version of the 1991 BMW 735IL), and they are capable of being readily altered to conform to the standards.

EFFECTIVE DATE: March 6, 1996.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle

Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

Champagne Imports, Inc. of Landsale, Pennsylvania (Registered Importer R-90-009) petitioned NHTSA to decide whether 1991 BMW 735IL passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on December 11, 1995 (60 FR 63568) to afford an opportunity for public comment. The Reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-146 is the vehicle eligibility number assigned to vehicles admissible under this decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1991 BMW 735IL not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1991 BMW 735IL originally manufactured for importation into and

sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: February 29, 1996.

Marilynnne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 96-5128 Filed 3-5-96; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-96; Notice 2]

Decision that Nonconforming 1992 and 1993 Mercedes-Benz 500SEL Passenger Cars are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of decision by NHTSA that nonconforming 1992 and 1993 Mercedes-Benz 500SEL passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1992 and 1993 Mercedes-Benz 500SEL passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S.-certified versions of the 1992 and 1993 Mercedes-Benz 500SEL), and they are capable of being readily altered to conform to the standards.

EFFECTIVE DATE: March 6, 1996.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-3766-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act),

and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

G&K Automotive Conversion, Inc. of Santa Ana, California (Registered Importer R-90-007) petitioned NHTSA to decide whether 1992 and 1993 Mercedes-Benz 500SEL passenger cars are eligible for importation into the United States. NHTSA publishes notice of the petition on December 15, 1995 (60 FR 64468) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-147 is the vehicle eligibility number assigned to vehicles admissible under this decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1992 and 1993 Mercedes-Benz 500SEL (Model ID 140.051) passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1992 and 1993 Mercedes-Benz 500SEL passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on February 29, 1996.
 Marilynne Jacobs,
 Director Office of Vehicle Safety Compliance.
 [FR Doc. 96-5129 Filed 3-5-96; 8:45 am]
 BILLING CODE 4910-59-M

Research and Special Programs Administration

Pipeline Safety User Fees

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice

SUMMARY: This notice announces that the fiscal year 1996 user fee assessments for pipeline facilities will be mailed to pipeline operators on or about February 29, 1996.

FOR FURTHER INFORMATION CONTACT: Lisa Kokoszka, (202) 366-4554, U.S. Department of Transportation, RSPA, Office of Pipeline Safety, 400 Seventh Street, S.W., Washington, DC 20590, regarding the subject matter of this notice.

SUPPLEMENTARY INFORMATION: The fee to be assessed for Natural Gas Transmission, Hazardous Liquid and Liquefied Natural Gas (LNG) are as indicated below:

Natural gas transmission pipelines: \$77.49 per mile (based on 290,924 miles of pipeline). Hazardous liquid pipelines: \$49.65 per mile (based on 155,649 miles of pipeline).

LNG is based on the number of plants and total storage capacity:

Total Storage Capacity BBLs	Assessment/Plant
<10,000	= \$1,250
10,000-100,000	= \$2,500
100,000-250,000	= \$3,750
250,000-500,000	= \$5,000
>500,000	= \$7,500

Section 60301 of Title 49, United States Code¹, authorizes the assessment and collection of pipeline user fees to fund the pipeline safety activities conducted under 49 U.S.C. 60101 *et seq.* RSPA assesses each operator of regulated interstate and intrastate natural gas transmission pipelines (as defined in 49 CFR Part 192), and hazardous liquid pipelines carrying petroleum, petroleum products, anhydrous ammonia and carbon dioxide (as defined in 49 CFR Part 195) a share of the total Federal pipeline safety program costs in proportion to the

¹ Formerly section 7005 of the Consolidated Omnibus Budget Reconciliation Act of 1985 (Pub.L. 99-272). The change in citation is the result of the enactment, on July 5, 1994, of Pub. L. 103-272, which codified various transportation laws.

number of miles of pipeline each operator has in service. Operators of LNG facilities are assessed based on total storage capacity (as defined in 49 CFR Part 193).

A final rule on hazardous liquid pipelines operating at 20 percent or less of specified minimum yield strength (low stress pipelines), was published in the Federal Register on July 12, 1994. This rule became effective on August 11, 1994. Low Stress Pipelines include pipelines that carry highly volatile liquids (HVL), pipelines or pipeline segments in populated areas, and pipelines or pipeline segments in navigable waterways. Onshore rural gathering pipelines, pipelines that operate at less than 20% of SMYS (non-HVL located outside populated areas and navigable waterways), and other pipelines excluded from regulation by 49 CFR 195, should not be included.

In accordance with the provisions of 49 U.S.C. 60301, Departmental resources were taken into consideration for determining total program costs. The apportionment ratio between gas and liquid, as shown below, is a result of increased program resources to the hazardous liquid program because of environmental requirements following passage of the Pipeline Safety Act of 1992 (Pub. L. 102-508):

Year(s)	General program costs (Gas)	General program costs (Liquid)
1986-1990.	80%	20%
1991-1992.	75%	25%
1993	75% (3/4 yr.) ... 60% (1/4 yr.) ...	25% (3/4 yr) 40% (1/4 yr)
1994	60%	40%
1995	75%	25%
1996	65%	35%

Collection Dates: In accordance with the regulations of the Department of the Treasury, user fees will be due 30 days after the date of the assessment. Interest, penalties, and administrative charges will be assessed on delinquent debts in accordance with 31 U.S.C. 3717.

Issued in Washington, DC on February 29, 1996.

Dr. D.K. Sharma,
 Administrator, Research and Special Programs Administration.

[FR Doc. 96-5193 Filed 3-5-96; 8:45 am]

BILLING CODE 4910-60-P